Vermilion
General Municipal Plan

Revised and updated by Vermilion Town Council
June 1983

Prepared by: Vermilion General
Plan Committee

with:

Alberta Municipal
Affairs, and
Associated Engineering
Services Ltd.

July 1980

Alberta
MUNICIPAL AFFAIRS

prepared by:

Vermilion General Municipal Plan Committee

Chairman: Floyd Sweet
members Jack Fallas
Art Boggs
Reg Mitchell
Joy Burnett
Chuck Payne
Arnot Brown
Pastor McCarthy
Brian Maitland
Frank Welsh
Dave Lawrence
Claude Underdown
Doug Getschel
Don Good

Municipal Planning Section,
Alberta Municipal Affairs:
Marjorie Holder, Alberta Municipal Affairs
Bill Symonds, Alberta Municipal Affairs
Bruce Clarkson, Support Services, Alberta Municipal Affairs
Fred Stepchuk, Associated Engineering Services

introduction:

A general municipal plan provides a framework for assisting the municipal council and public at large in making effective decisions for the future development and redevelopment of the community. The need for such an approach was recognized by the Vermilion Town Council and a request was made in late 1978 for assistance from Alberta Municipal Affairs. A committee, comprised of representatives from Council, community groups and the public at large, was struck by Council in January 1979 to undertake the preparation of a Plan. Since then the committee, with the assistance of Alberta Municipal Affairs and Associated Engineering Services Ltd., has held numerous discussion meetings, distributed and assessed a community and business-man's questionnaire, prepared articles for the Vermilion Standard, and prepared and distributed a progress report as a part of the plan preparation process. The committee has now completed its work and is pleased to present this General Municipal Plan to the public and to Vermilion Town Council for consideration and adoption.

Since the plan was adopted in 1980, a number of changes have occurred which required a re-assessment of the plan. The review was conducted by the Vermilion Town Council with the assistance of Alberta Municipal Affairs in June 1983 and resulted in this revised plan.

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BY-LAW 14-83

TOWN OF VERMILION

A BY-LAW OF THE TOWN OF VERMILION FOR THE PURPOSE OF ADOPTING A MUNICIPAL GENERAL PLAN TO BE KNOWN AS THE VERMILION GENERAL MUNICIPAL PLAN, IN ACCORDANCE WITH SECTIONS 61 AND 139 OF THE PLANNING ACT, 1980.

WHEREAS, Section 61 of the Planning Act provides that a Town shall, by By-law, adopt a General Plan for the municipality, and

WHEREAS, Council adopted a General Municipal Plan in 1980 which provided for a review of the Plan every three years, and

WHEREAS, Council conducted a review of the General Municipal Plan with the assistance of Alberta Municipal Affairs, resulting in revisions in the Plan, and

WHEREAS, a public hearing was advertised in the Vermilion Standard, on July 13th, 20th and 27th, 1983, and

WHEREAS, a public hearing was held on August 2nd, 1983 and persons claiming to be affected by the General Municipal Plan and any person wishing to make representation was afforded an opportunity to be heard by Council.

NOW THEREFORE, be it resolved that the Council of the Town of Vermilion duly assembled does hereby enact as follows:

1. This By-law may be cited as the Vermilion General Municipal Plan By-law.

2. The Vermilion General Municipal Plan shall be in accordance with Schedule "A" attached and forming part of this By-law.

3. This By-law may be amended from time to time by By-law in accordance with the Planning Act.

4. By-laws 3-80 and 11-81 be rescinded.

Read a first time this 5th day of July A.D., 1983.
Read a second time this 2nd day of Aug., A.D., 1983.
Read a third time and finally passed ~~this~~ 2nd day of Aug, A.D., 1983.

C.J. Hughes
Mayor

Secretary-Manager

goals

Goals are idealized ends towards which planned action is directed. Goals are derived in response to particular issues or priorities which are seen as important to the future of the community.

The General Municipal Plan Committee has identified fourteen goals which indicate their emphasis in directing the future of the community:

Goals pertaining to fiscal aspects of growth —

1. To promote growth within the financial capability of the Town;
2. To encourage an improvement in the balance between residential, industrial and commercial assessment;
3. To promote Town involvement in land acquisition programs in both new and redevelopment areas; and,
4. To promote reasonably priced housing.

Goals pertaining to physical aspects of growth —

1. To promote a more compact urban development;
2. To encourage development of the downtown core as the primary commercial focus for the Town yet permitting shopping centre development if it is economically justifiable;
3. To ensure that infrastructure levels and community facilities keep pace with growth (plan for anticipated growth, build in response to actual growth); and,
4. To encourage innovation in all aspects of development.

Goals pertaining to environmental, aesthetic and recreational aspects of growth —

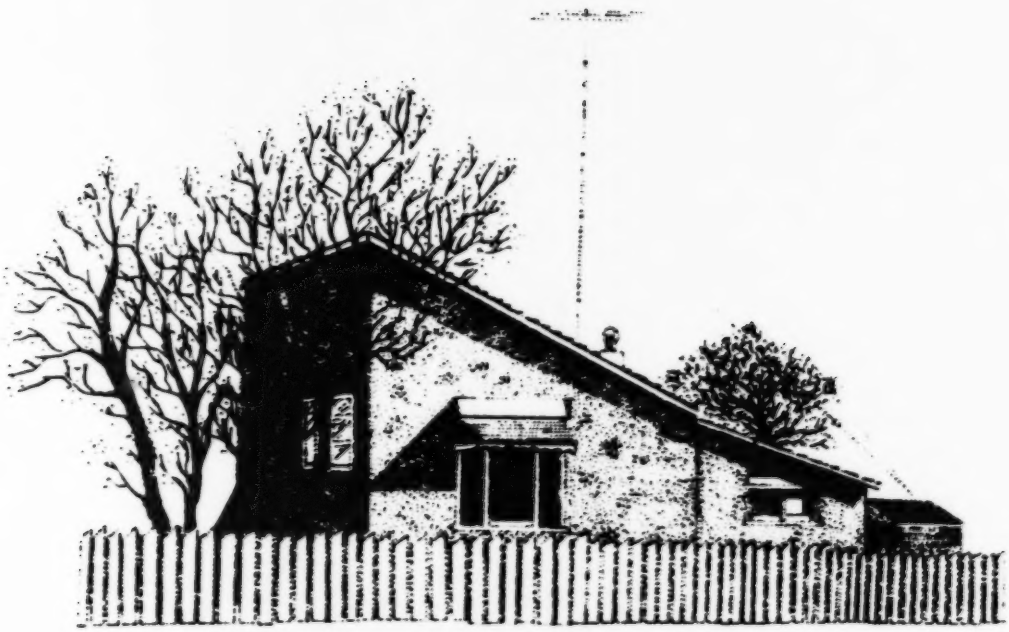
1. To promote a pleasing visual aspect throughout the community;
2. To develope and maintain a harmonious relationship between residential, commercial and industrial development;
3. To maintain and promote accessibility of all residents to useable open space; and,
4. To promote co-ordination of effort in providing recreation, cultural facilities and programs in the community.

Goals pertaining to transportation and access —

1. To maintain and promote ease of access from the surrounding country to all parts of Vermilion; and,
2. To maintain and promote ease of access within and between the various segments of Vermilion.

These goal statements give direction to and are reflected in individual objective and policy statements.

residential land use



The residential objectives and policies address the following key issues:

— the design of new neighbourhoods
— future housing demand
— ensuring future supplies of residential land are available
— role of the town as a supplier of building lots
— meeting the costs of new development
— residential density and the future of existing older residential areas
— variety and innovation in new development

issue

The design of new residential developments

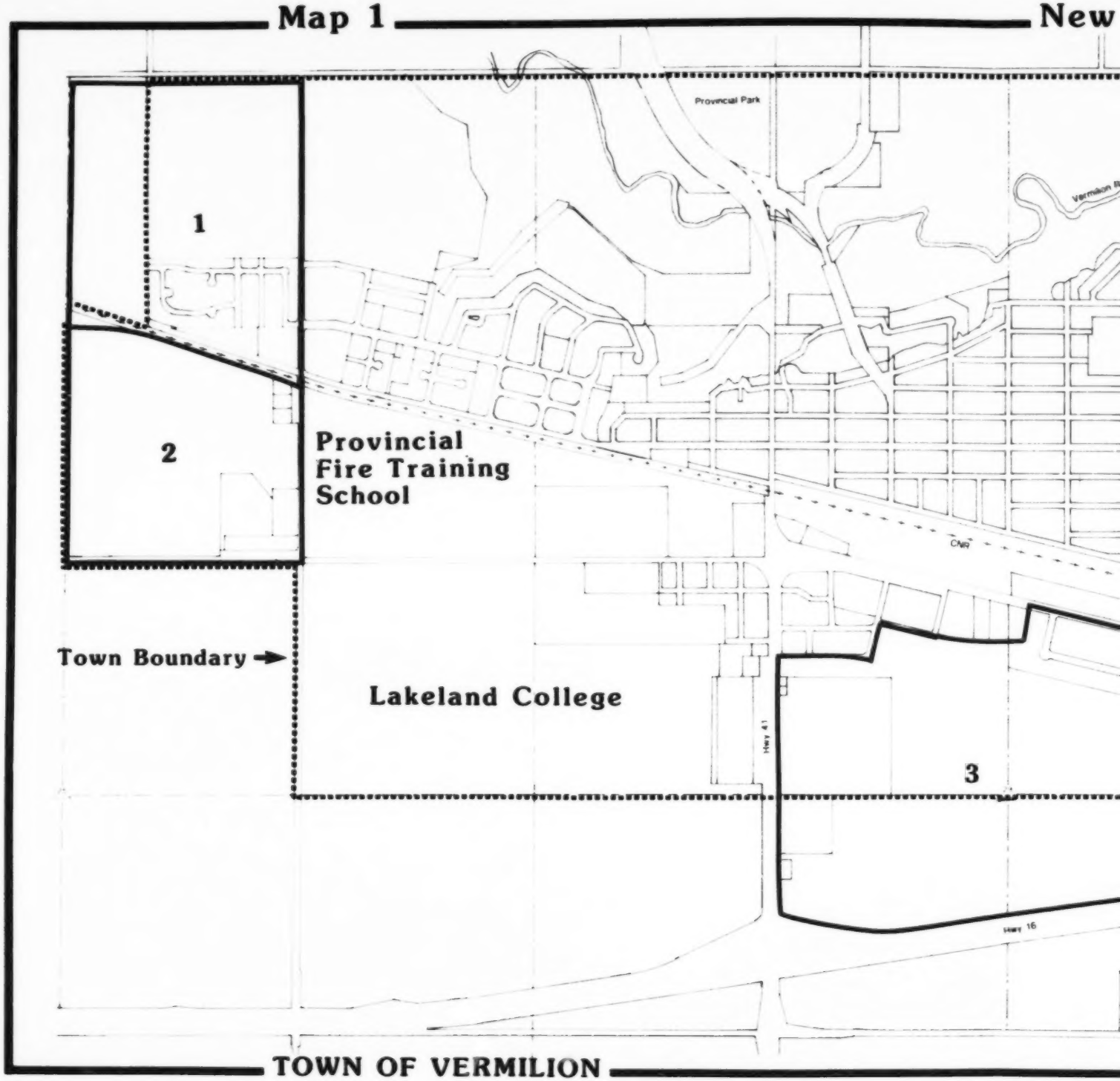
objective

To adopt a "neighbourhood" approach to subdivision design with a neighbourhood focal point, a hierarchy of streets and a mixture of housing types.

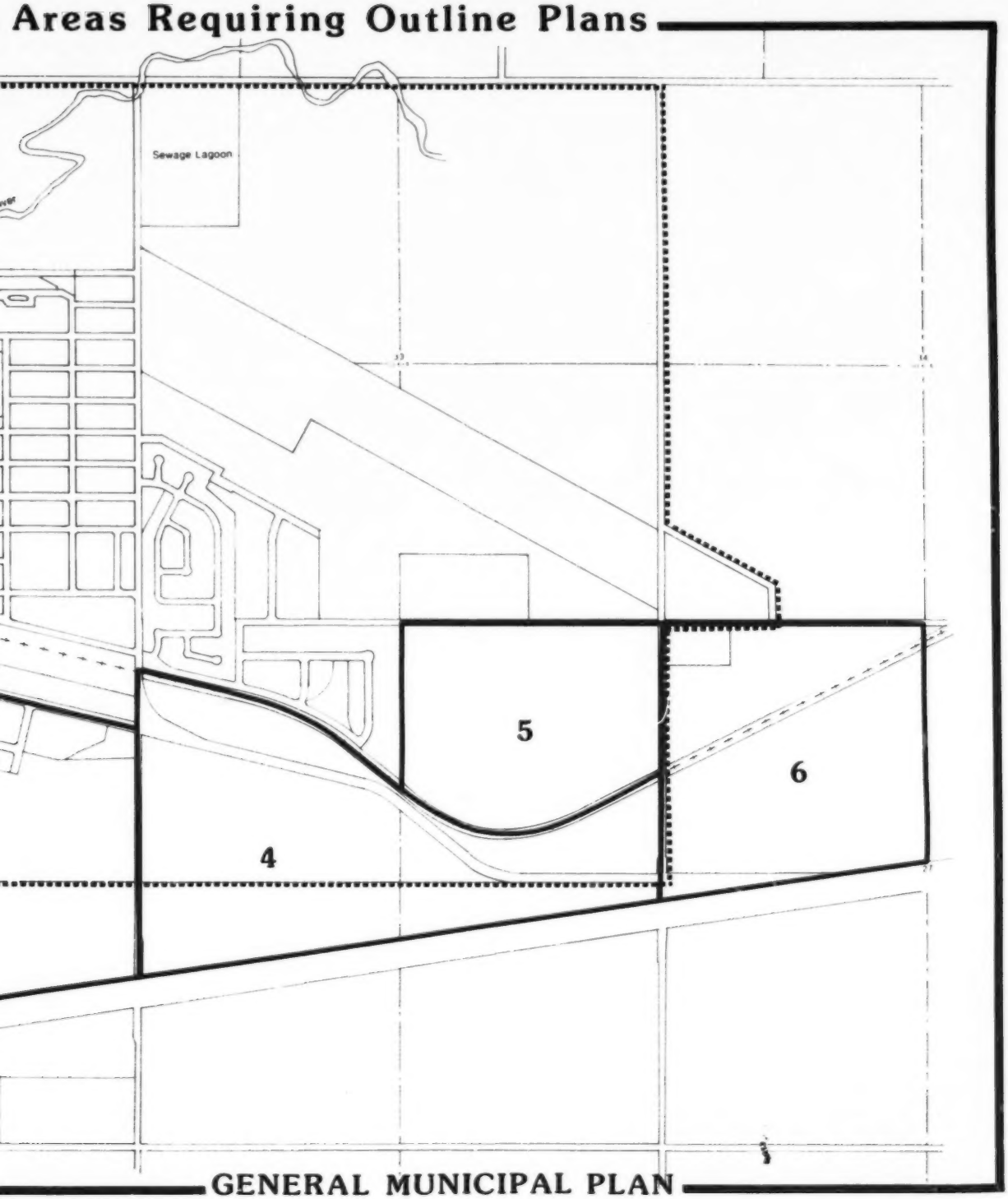
policies

1. Tentative plans of subdivision should not be approved until an outline plan or area structure plan of the area has been adopted by the municipality. Outline plans or area structure plans should be based approximately on the areas shown on Map 1.
2. Each concept plan will demonstrate a hierarchy of streets to separate local and through traffic. Further, each neighbourhood will demonstrate a separation of vehicular and bicycle/pedestrian traffic.
3. Major streets in one neighbourhood will be planned to tie in to major streets in adjoining neighbourhoods.
4. Each neighbourhood will focus on a park or community facility that is readily accessible from all parts of the community.
5. Each neighbourhood will reflect a variety of housing types with the following locational limitations:
   (i) mobile homes will not be permitted to infill on existing single family lots. New residential developments will specify areas for mobile homes in clusters or groups.
   (ii) mobile homes (either parks or subdivisions) will be located in residential environments and not in commercial or industrial areas.
   (iii) where new developments or redevelopments include a mixture of housing densities or propose a density significantly different from the surrounding area, every effort shall be made to reflect a gradual change in density from one area to another.
   (iv) for the purposes of this plan and the Land Use Bylaw the following definitions apply:
   low density: single family dwellings and duplexes
   medium density: three and four plexes and townhousing
   high density: apartments

   Where new housing types appear on the market, they will be categorized according to the density they generate in comparison with the density types shown.
   (v) medium and high density development will have direct access to major collector streets through equivalent or higher density areas.
   (vi) areas of medium and high density housing will be located adjacent to or within easy walking distance of open space, and/or community facilities.
6. Concept plans will, where possible, take advantage of unique vegetation areas or special topographic features to enhance the visual aspects of the neighbourhood.


Map 1
New
Provincial Park
1
2
Provincial
Fire Training
School
Town Boundary
Lakeland College
3
TOWN OF VERMILION

Areas Requiring Outline Plans



GENERAL MUNICIPAL PLAN

issue

Future population and housing demand; ensuring future availability and the role of the municipality as a supplier of lots.

objective

To ensure sufficient serviced land is available to meet housing demands.

policies

1. The Municipality will promote in any year an inventory of approved residential land sufficient for at least the projected five year demand. This demand is currently anticipated at 125 single family lots over 5 years.
2. The sequence of residential land development will occur in accordance with map 2.
3. The supply of and demand for residential land will be monitored and the results employed annually to adjust the demand projections of this plan.
4. The Town will participate in a land banking programme for residential lots and should at all times own 20% of the residential lots available for sale. The price for municipally owned lots will reflect servicing costs, carrying costs and replacement land costs.
5. Lot sales will be monitored on a regular basis and municipal lot prices and land acquisition schemes will be reviewed on a six month basis.

issue

Meeting the costs of new development.

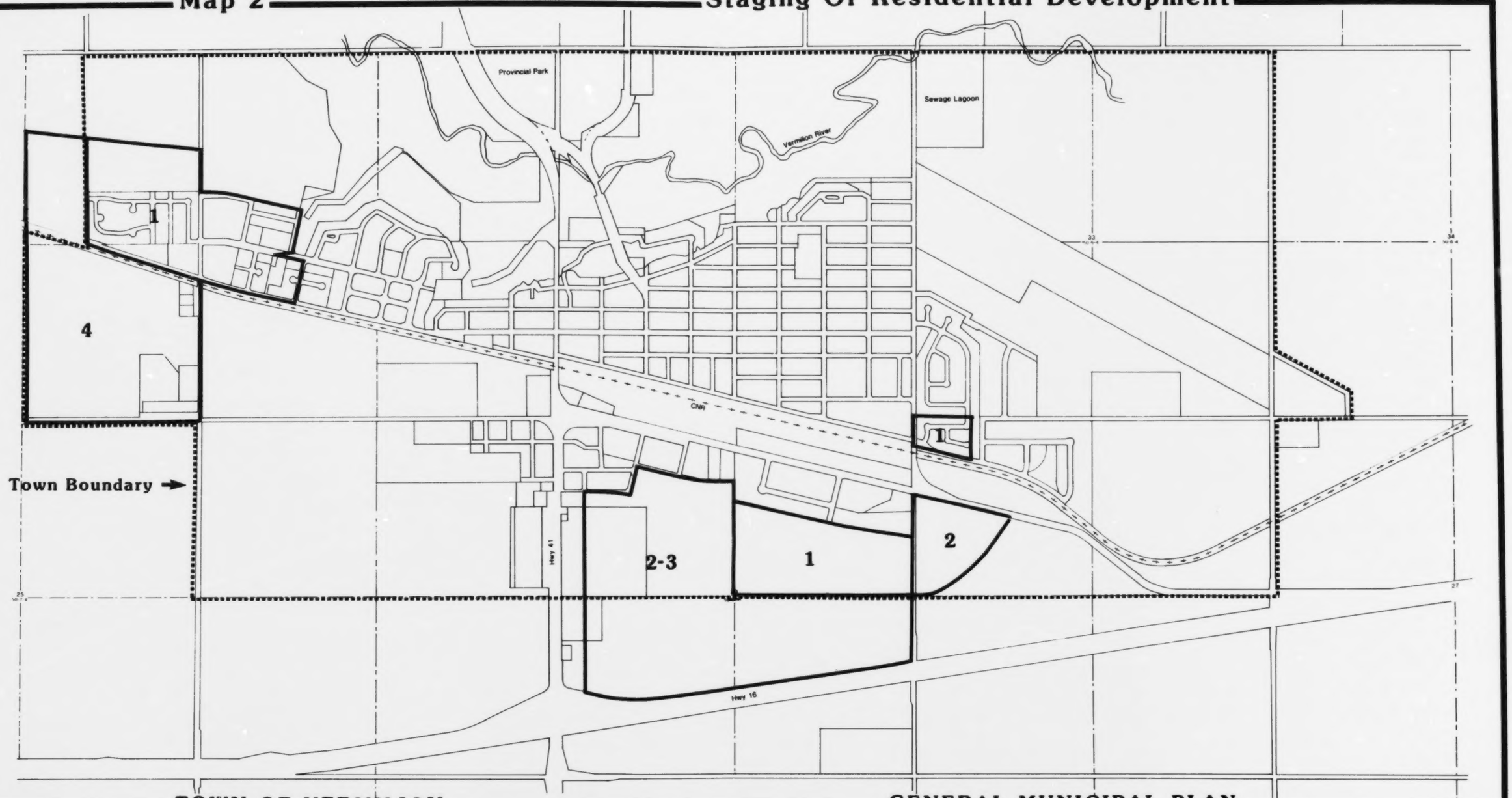
objective

To require all new developments to be financially self-supporting in terms of both start-up and operational/ maintenance costs.

policies

1. All new developments will be expected to provide all on-site servicing in addition to off-site servicing attributable to their development.
2. Every outline plan, area structure plan or major subdivision proposal will be accompanied by an impact statement outlining the anticipated population to be generated by the development and its anticipated impact on schools and community services in the Town.

Map 2 — Staging Of Residential Development



TOWN OF VERMILION — GENERAL MUNICIPAL PLAN

issue

Residential density and redevelopment in older existing residential areas.

objective

To encourage an increase in overall residential densities while assuring a mixture of type and tenancy options.

policies

1. "Neighbourhoods" will exhibit a maximum overall density of 5.5 units per gross acre.*
2. Council will consider proposals for medium and higher density redevelopment within the built up areas of the community. For reviewing purposes, Council will consider such factors as:
   - availability of space on site to meet parking requirements.
   - development does not isolate a single lot such that it could not be subsequently redeveloped.
   - the presence of other multi-family buildings on the block face.
3. All development and redevelopment projects shall be accompanied by a site plan showing density, parking and landscaping to the satisfaction of the Town.

* Gross acre means the total developable area including the land use for streets and parks.

issue

Innovation and variety in new developments.

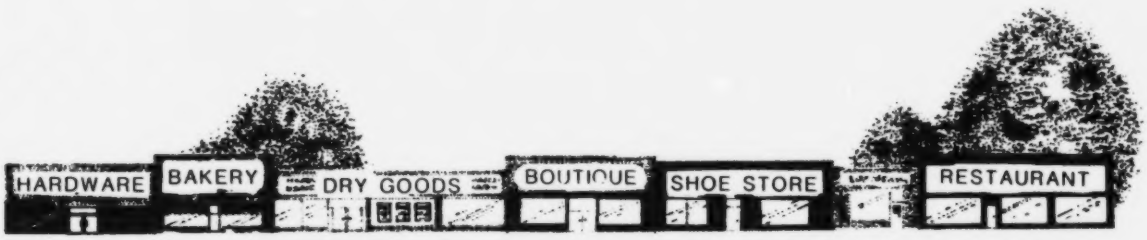
objective

To encourage innovation in housing design where such innovation is seen as benefitting the residents of the Town.

policies

1. Housing designs will be varied on each block to avoid monotonous repetition. The Town shall include this concern in its discussions with the developer at the various stages of the approval process.
2. Experimentation in housing layout and design will be encouraged provided that it is conducted on a scale appropriate to the development. The Town will give positive consideration to relaxation of various standards of the Land Use By-Law providing the resultant development bears a reasonable relationship to adjacent development and the character of the Town as a whole.

commercial land use



The commercial objectives and policies address the following key issues:

— future supply and demand for commercial land
— promotion of the central business district by:
  – maintaining a pedestrian orientation
  – maintaining a compact primary retail/office orientation
  – providing conveniently located parking
  – encouraging free circulation of traffic
  – promoting an aesthetically pleasing environment
  – facilitating redevelopment through municipal land banking
— providing for suburban shopping, neighbourhood convenience, highway and secondary commercial uses.

issue

Future supply and demand of commercial land.

objective

To promote the supply of sufficient and appropriate land for commercial development.

policies

1. Land for commercial purposes shall be designated in accordance with Map 3.
2. The supply and demand of commercial land will be monitored and the results employed annually to adjust the demand projections of this plan. Demand for secondary commercial and industrial land is estimated at 6.0 gross acres* (3.5 net acres +) per year. Approximately double this amount or 12.0 acres should be available in any one year.
3. The municipality will promote in any year an inventory of approved commercial and industrial land sufficient for at least the projected five year demand.
4. The municipality will endeavour to continue as a developer of commercial land.

* Gross acres means the total amount of land developed.

+ Net acre means the amount of land actually developed but excluding land for streets, parks and other public purposes.

issue

Promotion of the central business district by maintaining a pedestrian orientation.

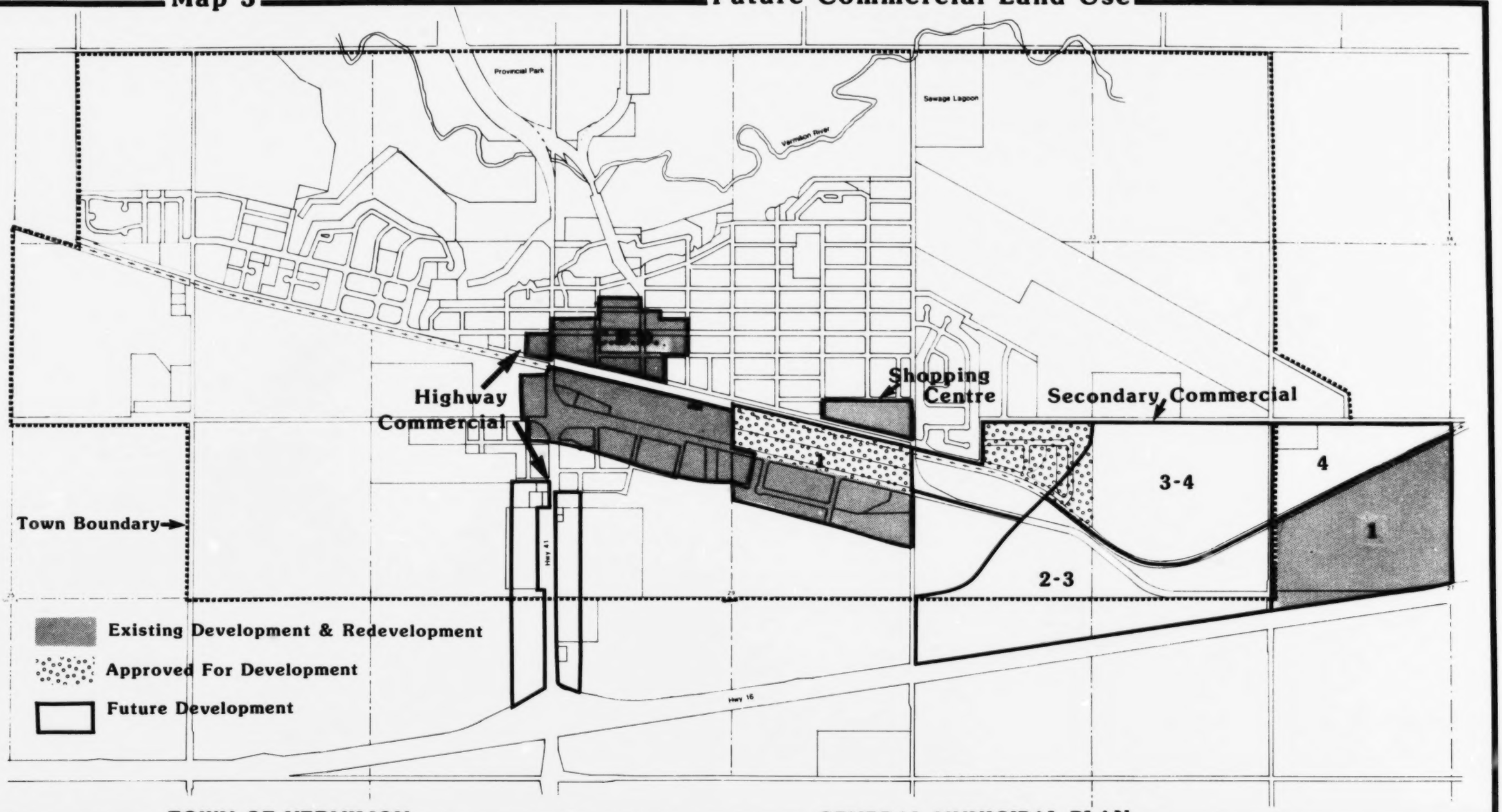
objective

To promote a pedestrian oriented central business district.

policies

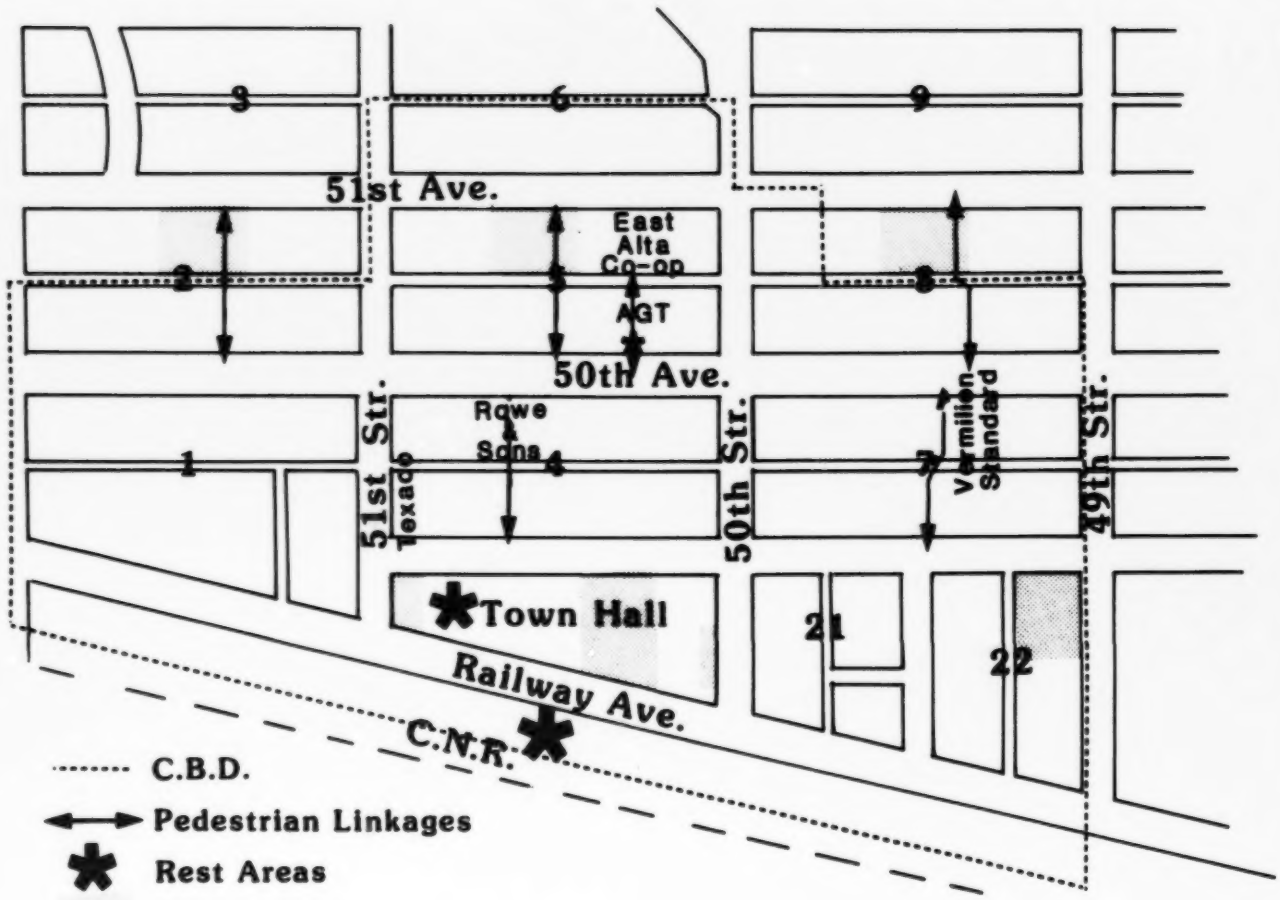
1. The Town will encourage new business in the core area to locate parking, storage and service areas to the rear of buildings.
2. On-site parking must provide for convenient, attractive access to the street front to the satisfaction of the Town.
3. The Town will promote the development of mid block pedestrian accesses approximately as indicated on Map 4. This policy will be implemented through negotiation between the Town and property owners by easement, purchase or agreement at the time of redevelopment.
4. New development flanking a walkway will be encouraged to provide a shopping orientation to the walkway.
5. Street front rest areas will be developed at the locations indicated on Map 4 through negotiation between the Town and property owners by easement or purchase. Redevelopment along the north side of 50 Avenue between 51 and 52 Streets and 49 and 50 Streets will provide suitable pedestrian rest areas through negotiation with the Town at the time of redevelopment to the satisfaction of the Town.

Map 3 — Future Commercial Land Use



TOWN OF VERMILION — GENERAL MUNICIPAL PLAN

Map 4 — C.B.D.



TOWN OF VERMILION — GENERAL MUNICIPAL PLAN

issue

To promote the downtown by maintaining a compact primary retail/office area.

objective

To promote a compact primary retail/office oriented central business district (Primary retail uses are those which sell directly to the final consumer such goods as food, drugs, clothing, hardware.)

policies

1. Non-primary uses will be encouraged to relocate from the central business district by the Town's promoting the availability of suitable alternative sites within the Town.
2. Further expansion of non-primary retail uses will not be permitted in the central business district.
3. New commercial developments will be encouraged in a westerly direction to bound the re-aligned highway 41 and in a southerly direction around the Town Hall to generally:
   (i) replace non-primary retail uses.
   (ii) replace existing deteriorated commercial structures or infill on vacant lots.
   (ii) complete the core area by extending west of the Post Office.
4. The provision of residential units above ground floor commercial uses will be encouraged in the central business district providing sufficient off-street parking and open space is included on site to the satisfaction of the Town.

issue

Promotion of the central business district by providing conveniently located parking.

objective

To promote the provision of sufficient conveniently located parking to serve the core area.

policies

1. Parking requirements will be met by the following means for both new and redevelopment projects:
   (i) on-street parking adjacent to the business.
   (ii) on-site parking.
   (iii) parking space located within 60 feet of the business.
   (iv) cash-in-lieu of parking.
2. Established businesses that do not meet minimum parking standards will be levied a fee to assist the municipality in providing parking space.
3. The municipality will acquire through lease or purchase land in the areas shown on Map 4 including suitable walkways to provide a link between the parking and shopping areas.

issue

Promotion of the central business district by encouraging free circulation of traffic.

objective

To encourage the free circulation of traffic in the central business district.

policies

1. All new redevelopment projects will be required to provide adequate off-street servicing and loading bays to prevent blocking of the lane.
2. Railway and 50th Avenues will be suitably marked as entrances to the downtown.
3. Pedestrian and vehicular safety will be promoted through the replacement of angle parking by parallel parking along 50 Avenue and the provision of rear parking lots and pedestrian linkages as proposed on Map 4.

issue

Promotion of the central business district through an aesthetically pleasing environment.

objective

To promote an aesthetically pleasing central business district.

policies

1. New developments and redevelopments should co-ordinate facades and materials with existing development to the satisfaction of the Town.
2. The provision of attractive street furniture and plantings which are not an obstacle to maintenance will be promoted by the Town through a combination of Town programs, business association projects and as a part of the street fronts of new development or redevelopment projects.
3. New or redevelopment projects will complement and, where appropriate, provide for desirable views and vistas; specifically: redevelopment of Rowe and Sons and adjacent lots to the rear to provide a view of the Cenotaph and C.N. Station from 50 Avenue; redevelopment of Webb and Sons and old Provincial Building to complement the library.

issue

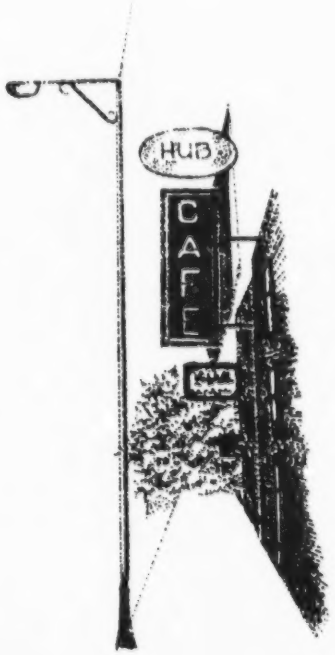
Promotion of the central business district by facilitating redevelopment through municipal land banking.

objective

To facilitate development and redevelopment in the central business district through a municipal land assembly program.

policies

1. The Town will purchase lands for the assembly program only if at least one of the following conditions is met:
   (i) the land is offered for sale and no appropriate commercial user has offered to purchase;
   (ii) the land is required to complete a development package of more than one lot yielding a total frontage of 100 feet or less;
   (iii) exception to policy (ii) above shall be the acquisition of lands in Block 21;
   (iv) the land is acquired to facilitate the relocation of a non-primary retail use and no other offer to purchase has been made.
2. Priorities for municipal land assembly shall be as follows:
   (i) Block 21 (area bounded by 49 Avenue, Railway Avenue, 50 Street and 49A Street);
   (ii) South half of Block 2 (area bounded by 52 Street, 51 Street, 50 Avenue and the lane);
   (iii) South half of Block 4 (area bounded by 51 Street, 50 Street, 49 Avenue and the lane); and
   (iv) South half of Block 7 (area bounded by 50 Street, 49 Street, 49 Avenue and the lane).



issue

Providing for suburban shopping centres.

objective

To provide for the development of suburban shopping centres.

policies

1. New suburban shopping centres must identify and resolve impacts on the central business district and functioning of the Town to the satisfaction of the Town.
2. New centres will be located such that access and egress are directed onto urban arterials which are adequately buffered from residential uses.
3. Suburban Shopping centre sites shall provide sufficient parking, servicing and loading areas on site.
4. Suburban shopping centre sites adjacent to or viewed by residential uses shall be screened or buffered by the developer to the satisfaction of the Town.
5. A separate zoning category will be created for suburban shopping centres.

issue

Providing for secondary commercial uses.

objective

To promote the supply of sufficient suitable land within the Town for secondary commercial uses.

policies

1. Secondary commercial uses which front onto a highway, secondary road or urban arterial will be required to provide a service road.
2. Access points from service roads onto a highway, secondary road or urban arterial will be located a minimum of 0.4 km apart (.25 miles) and will be co-ordinated to meet on either side of the highway, secondary road or urban arterial. Separation of service road access points from highway intersections shall be to the satisfaction of Alberta Transportation.
3. All secondary commercial uses shall provide sufficient parking, servicing and loading areas on site. Uses along arterial roads should be encouraged to provide suitable landscaping.
4. All secondary commercial uses adjacent to or viewed by residential uses shall be buffered or screened by the developer to the satisfaction of the Town.

issue

Providing for highway commercial uses.

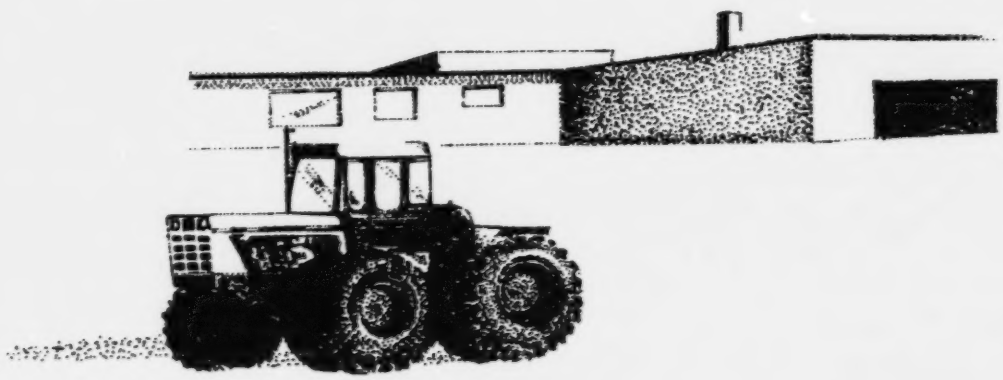
objective

To promote the supply of sufficient, suitable land within the Town for highway commercial uses.

policies

1. All highway commercial development shall present an appearance compatible with adjacent uses which will be a visual asset to the Town to the satisfaction of the Town.
2. All highway commercial uses will provide for a service road which shall have access and egress points no closer than 0.4 km (0.25 miles) aligned to meet access and egress points on the opposite side of the road. Separation of service road access points from highway intersections shall be to the satisfaction of Alberta Transportation.
3. All highway commercial uses shall provide sufficient parking, servicing and loading areas on site.
4. All highway commercial uses adjacent to, or viewed by residential uses shall be screened or buffered to the satisfaction of the Town.

industrial land use



The industrial objective and policies address the following key issues:

— supply of industrial land
— environmental protection

issue

Supply of industrial land and protection of the environment.

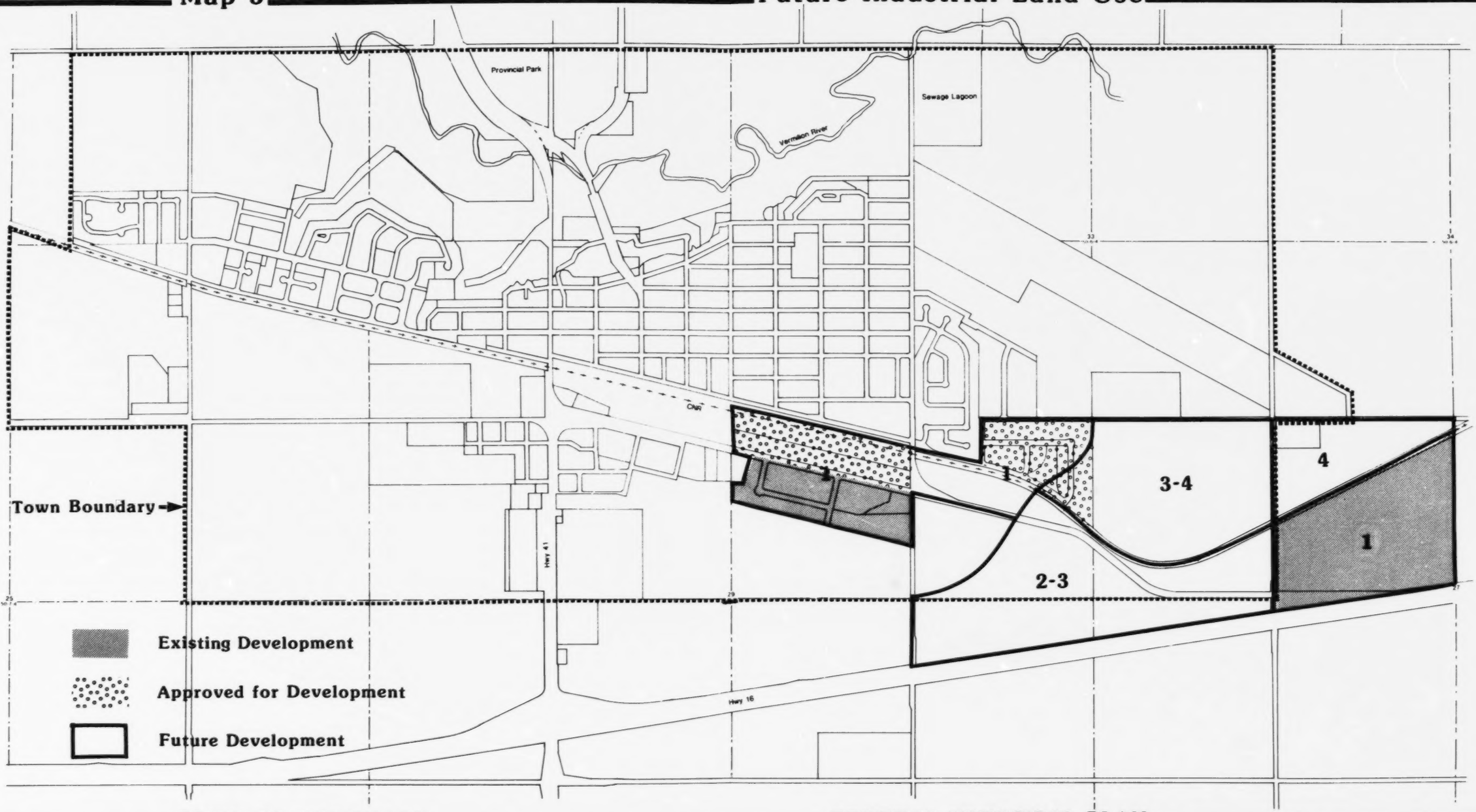
objective

To promote the supply of sufficient suitable land for industrial development within the Town without jeopardizing the livability of the community.

policies

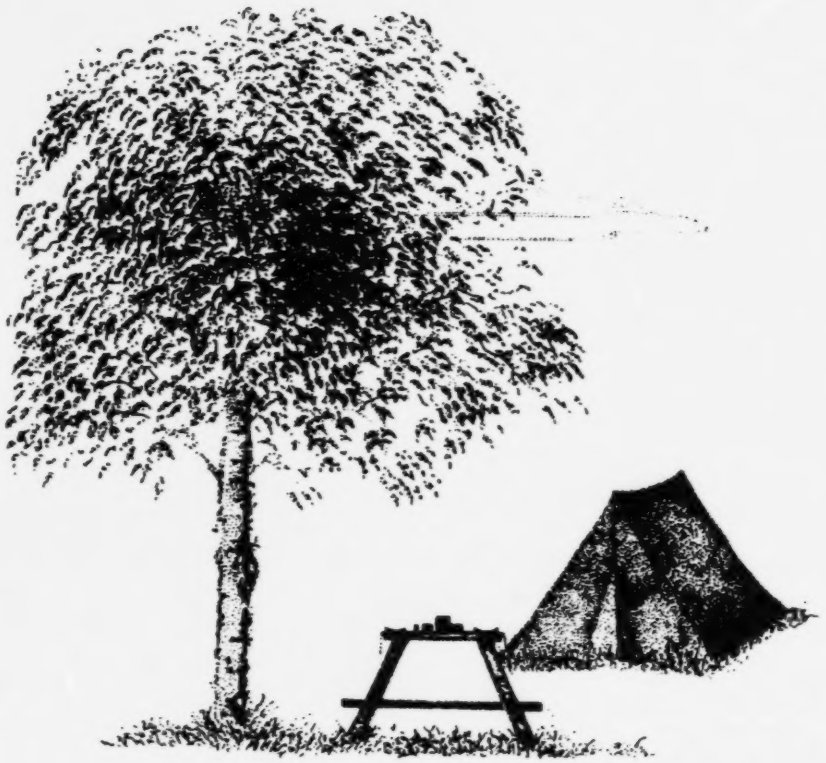
1. Land for industrial purposes shall be designated in accordance with Map 5.
2. The supply and demand of industrial land will be monitored and the results employed annually to adjust the demand projections of this plan. Demand for industrial and secondary commercial land is estimated at 2.4 gross ha (1.4 net ha) (6.0 gross acres or 3.5 net acres) per year. Approximately double this amount or 4.9 ha (12.0 acres) should be available in any one year.
3. The municipality will promote in any year an inventory of approved industrial land for at least the projected five-year demand.
4. The municipality will endeavour to continue as a developer of industrial land.
5. Industrial uses which emit noise, dust, odour or other pollution must confine such pollution to their immediate site.
6. Industrial traffic will use only designated truck routes as illustrated in figure 6, "Proposed Road Hierarchy". Truck routes, adjacent service roads and intersections will be designed to an appropriate standard at the time of new construction or upgrading in consultation with the Town's engineer and/or Alberta Transportation.
7. All industrial uses shall provide sufficient parking, servicing and loading areas on site.
8. All industrial uses adjacent to or viewed by residential uses shall be buffered or screened by the developer to the satisfaction of the Town.

Map 5 — Future Industrial Land Use



TOWN OF VERMILION — GENERAL MUNICIPAL PLAN

parks and open space



The objectives address the following key issues:

— establish a conceptual system of park space
— acquiring and maintaining park space
— access to the river valley
— location of major new and development of alternative recreation facilities
— providing for institutional uses

issue

Establishing a conceptual system of park space.

objective

To establish a hierarchical, accessible parks system.

policies

1. No residential dwelling unit shall be greater than 0.4 km (0.25 mi.) from an existing or future park or open space.

   The following definition of park spaces will be employed as a guide in developing a park and open space system in Vermilion.

TYPE OF SPACE	FUNCTION AND SIZE	LOCATIONAL CRITERIA
Tot Lot	Intended to provide active play space for largely pre-school and elementary school children; should be located and designed such that it can be converted to a passive recreation space as the population of the neighbourhood ages.	service an area of 180 m (600 ft.) radius
	Minimum size 2,790 m^2 (30,000 sq. ft.)	
Neighbourhood Playground	Active recreation area with playing fields frequently developed in conjunction with an elementary school.	service area of 400 m ($^1/_4$ mi.) radius
	Minimum size 2.0 ha (5.0 ac.) (recreation area only)	
Community Recreation Area	Large area containing major recreation facilities such as hockey and curling rinks.	service area of 5 km (3 mi.) radius
	Size 4 ha· (10.0 ac·)	

2. Where possible, elements in the park system will be linked by pedestrian and bicycle pathways in an attempt to separate this type of traffic from vehicular traffic.

issue

Acquiring and maintaining park space.

objective

To acquire, develop and maintain sufficient suitably located park space.

policies

1. 10% land dedication will be required from all subdivisions except where in the following instances, cash-in-lieu may be considered:
   (i) the dedication is not required to initiate a proposed school site, neighbourhood or community park, or complete an existing park space or school site; and
   (ii) the land proposed for subdivision is entirely within 400 m ($^1/_4$ mi.) of an accessible existing or proposed park space. Park space separated from the subdivision by an urban arterial road will not be considered to be an accessible park space.
2. The County and Separate School Boards and the Town, through the Recreation Board, will continue to implement agreements for the joint use of facilities and will consider the joint use of existing school sites and the combining of future school and neighbourhood park sites as appropriate.
3. The Town will encourage the co-ordination and joint development of recreation facilities with Lakeland College.
4. Multiple housing projects will be required to provide on-site recreation space to be designed, developed and maintained by the project owners to the satisfaction of the Town.
5. The Town and Recreation Board will, within the financial capability of the Town, establish an annual budget to implement the requirements of the Recreation Master Plan.

issue

Public access to river valley and viewpoints.

objective

To provide public access to the River Valley ravine system and prominent viewpoints.

policies

1. All development abutting a ravine or the River Valley shall provide a 15 m (50 ft.) buffer strip as environmental reserve between the limits of development and adjacent lots. This strip shall be accessible from public streets or parks at a distance of not greater than every 360 m (1,200 ft.). Variation may be permitted under development agreement.
2. Encouragement will be given to linking the River Valley and ravine system and the Vermilion Provincial Park trails to the Town park hierarchy by pedestrian and bicycle pathways.
3. The provision of park reserve on prominent high points will be encouraged at the time of subdivision.

issue

Location of major new and alternative recreation facilities.

objective

To consolidate the location of new intensive use recreation facilities.

policy

1. New major recreation facilities will be directed to the Exhibition Grounds/Lakeland College area.

objective

To promote facilities for alternative leisure recreation pursuits such as: museum, theatre, crafts centre.

policy

1. The Town will support, as appropriate and feasible, the Recreation Board, private groups, and Lakeland College in the development of such facilities.

issue

Providing for institutional uses.

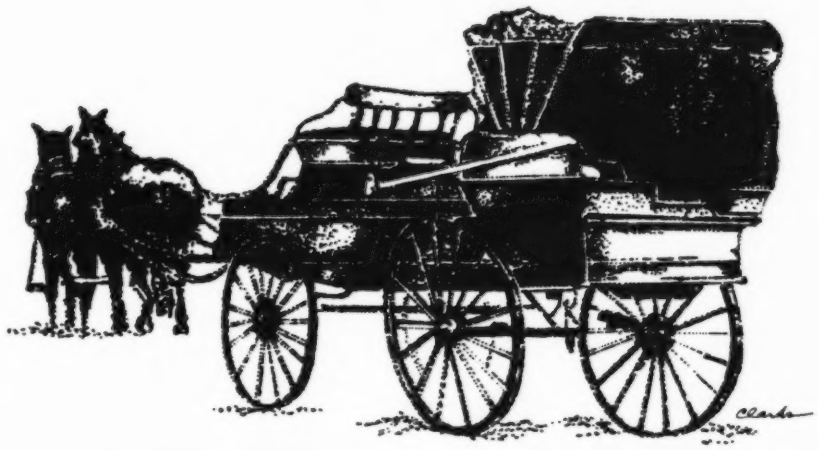
objective

To promote the provision of adequate, suitably located land for institutional uses.

policies

1. The Town and County and Separate School Boards will maintain an agreement by which policies will be set for the allocation of municipal and school reserves and the location and acquisition of land for future school sites.
2. Future senior citizen accommodation provided by government or private industry, will be encouraged to locate near commercial, cultural and recreation facilities. At this time, a location in or near the central business district should be encouraged.
3. Churches will be permitted to locate in any district as long as good vehicular access and adequate on and off-site parking are available.

historical preservation



The objectives address the following key issues:

— identification of historical structures
— municipal means of promoting awareness and preservation of historical structures

issue

Identification, promotion and preservation of historical structures.

objective

To protect and enhance historical structures and promote public awareness of historical buildings themes and events in the development of Vermilion.

policies

1. The following is a list of sites of possible historical significance to Vermilion:
   (i) Canadian Imperial Bank of Commerce at 4940 - 50 Avenue
   (ii) Vermilion C.N.R. Station
   (iii) St. Olga Greek Catholic Church at 4623 - 53 Avenue
   (iv) House at 4921 - 52 Avenue
   (v) Frog Lake Massacre Plaque
   (vi) Imperial Block at 4838 - 50 Avenue
   (vii) old Vermilion Public Library
   (viii) Vermilion Cemeteries
   (ix) Cooper School
   (x) College Administration building
   (xi) old A.G.T. building
   (xii) St. Saviors Anglican Church
   (xiii) the old College Barn

2. The Town will support community groups in undertaking research on, renovations of or the purchase of any of the above-noted sites or in preparing literature on historical themes relevant to Vermilion as deemed appropriate by the Council.
3. The Town will encourage renovations or additions to historical structures to preserve the historicity of the structure and site.
4. The development officer shall require the owners of the above noted historical structures to show evidence of consultation with the Historic Sites Service of Alberta Culture prior to the issuing of a development permit for renovations or additions. The Town shall require owners of the above-noted historical sites to show proof of having considered all options to preserve the structure, including possible relocation, to the satisfaction of the Town prior to the issuance of a permit to demolish.
5. A review of potential historical sites and structures will be undertaken in any new areas annexed to the Town at the time of annexation.

transportation

The objectives address the following key issues:

— maintaining smooth traffic flow
— the railway crossings
— the function of Highways 41 and 16
— the future of the airport

issue

Maintaining a smooth traffic flow.

objective

To establish a hierarchy of streets to encourage the efficient flow of vehicular traffic.

policies

1. Uniform standards for roadway and sidewalk construction will be developed with the assistance of municipal engineers, and will be adopted for the municipality as a whole.
2. The hierarchy of streets will consist of arterial, collector, and local streets.
3. Arterials are designed to move large volumes of traffic through the Town. Wherever possible, traffic will enter arterials at street intersections rather than from individual lots. Arterial streets will be the primary (i.e., through) streets at all intersections.
4. Collector streets will move traffic from one part of Town to another. Collectors will be the primary (i.e. through) streets at intersections with local streets.
5. Local streets provide for access to individual residences and allow circulation of traffic within neighbourhoods. In new areas, local street patterns will be designed to minimize the number of four-way intersections and thereby reduce right-of-way conflicts at intersections.
6. Arterials should be spaced approximately every 1.6 km (approx. 1 mi.) and collectors every 0.5 to 0.8 km. (0.25 to 0.5 mi.).
7. New roads will link up with the existing road hierarchy.
8. The road system for the Town s classified as shown on Map 6. Collector roads shown in undeveloped areas are schematic and display the number and general alignment required. Actual alignments will be determined at the Outline Plan stage.
9. Consideration will be given to extending Railway Avenue west across Highway 41 in conjunction with the grade separation of the Highway and Railway line. Right-of-way through the Civic Tire property and/or the C.N.R. lease should be protected if either property comes up for development.
10. Outline plans prepared adjacent to existing or proposed truck routes, arterials or Provincial Highways shall include as a component of the submission for approval an assessment of roadway noise and means of noise reduction to the satisfaction of the Town.
11. All developments adjacent Hwy. 41 shall be referred to Alberta Transportation for comment.
12. A transportation study will be undertaken in conjunction with Systems Planning Branch of Alberta Transportation to determine functional requirements of a road system for present and future population and land uses.

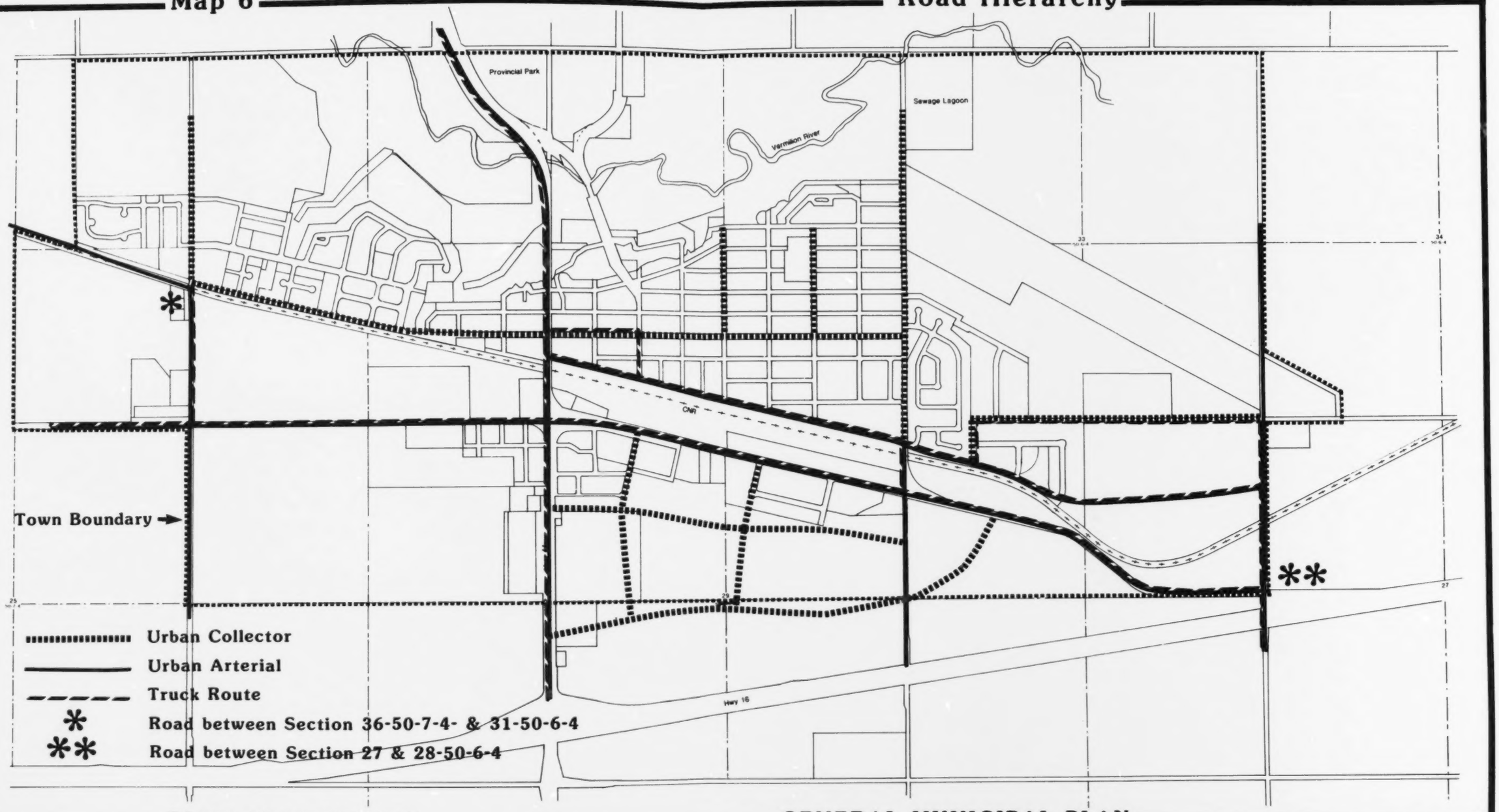
issue

Railway crossings.

objective

To minimize the effect of the railway as a barrier to the north-south movement of traffic in the Town.

Map 6 — Road Hierarchy



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policies

1. The section road between Section 31-50-6-4 and Section 36-50-7-4, Highway 41, 44 Street and the section road between Sections 27 and 28-50-6-4 shall be considered major crossings of the railroad and shall be maintained and upgraded as usage demands.
2. Consideration will be given to the creation of a new rail crossing in the vicinity of 58th Street. However, detailed feasibility studies will be undertaken prior to making a commitment to a crossing at that location.
3. Future grade separation of the railway and Highway 41 crossing will eliminate access from Railway Avenue to Highway 41. Future developments which may rely on this access or affect the construction of the grade separation should be reviewed with Alberta Transportation prior to approval.

issue

Protection of Highways 41 and 16.

objective

To protect the through traffic function of Highways 41 and 16 to avoid re-location.

policies

1. Future grade separation of Highways 16 and 41 will require the elimination of access onto Highway 16 from 44 Street and section road one mile west of 41 (Auction Mart Road). Future developments which utilize these roads to access Highway 16 should be planned to cope with the eventual elimination of the access to Highway 16. Alternate east and west entrances to the community from Highway 16, approximately two miles east and west of the Highways 41 and 16 intersection are being developed by Alberta Transportation. Outline plan or subdivisions in these locations, including the land adjacent to the intersection of old and new Highway 16 should be carefully discussed with Alberta Transportation prior to approval by the Town.
2. Access to Highway 41 will be limited to 1/4 mile intervals south of old Highway 16, and to existing avenues north of CNR line.

issue

The future of the Airport.

objective

To recognize the Airport as an amenity to the Town and to retain an airport service.

policies

1. Airport Vicinity Protection Area regulations will be established to protect a 5000' x 100' (1524 m x 30.5 m) airstrip.
2. Industries permitted to locate within the boundaries of the Airport, shall be Airport orientated, subject to recommendations of the Airport Commission.
3. Land within the Airport boundaries shall be leased only and not sold.
4. Any lease period shall not be longer than 25 years with a lease rate to be negotiated at least every five years.
5. A lease may be cancelled upon one year's notice and buildings shall be removed by the lessee within that year or be forfeited to the Town.

utilities

The objectives address the following key issues:

— the orderly expansion of the utility system
— cost sharing utility extensions with developers

issue

The orderly and equitable cost sharing of extensions to utility systems.

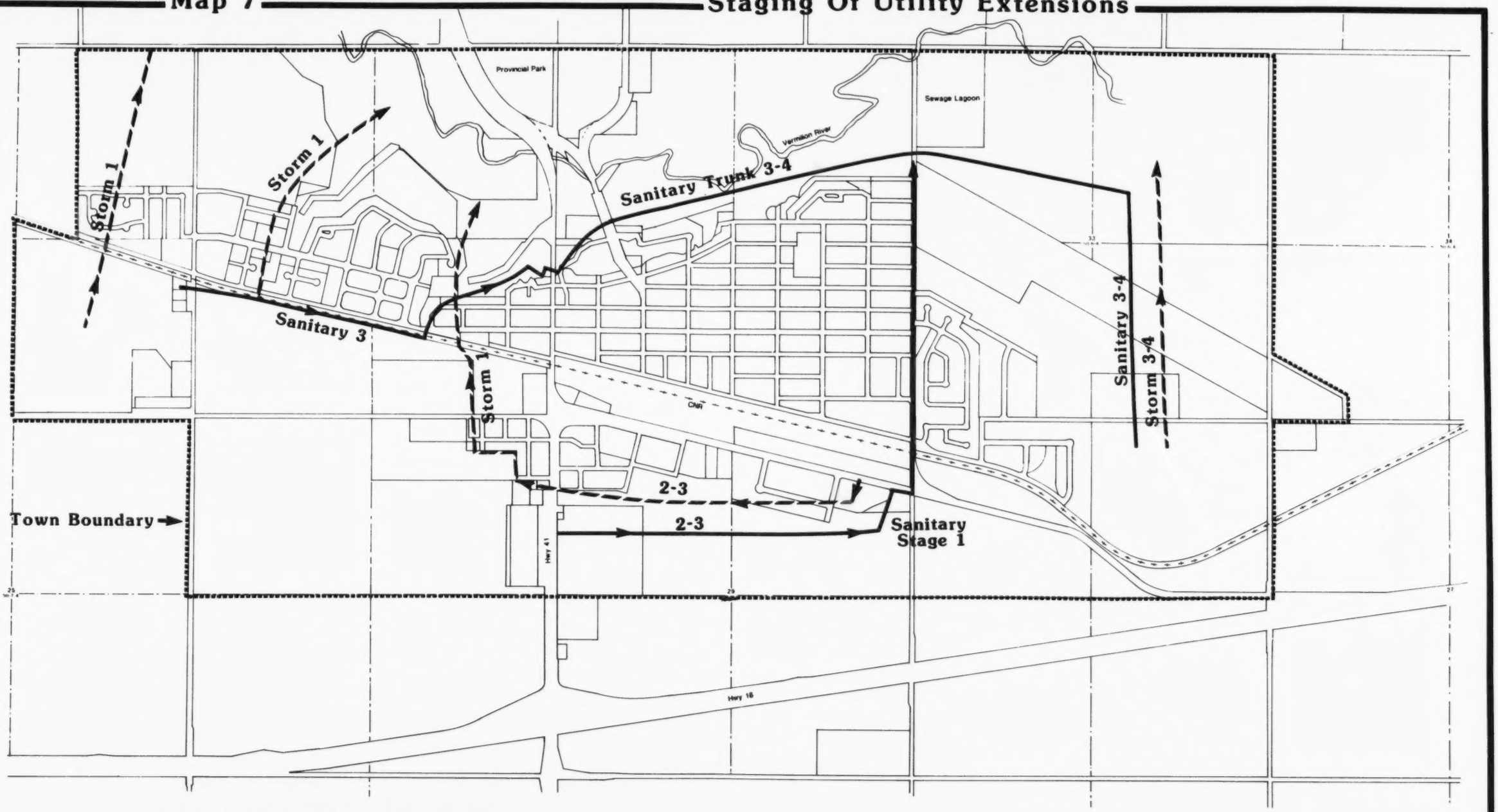
objective

To ensure the orderly and efficient provision of municipal utilities.

policies

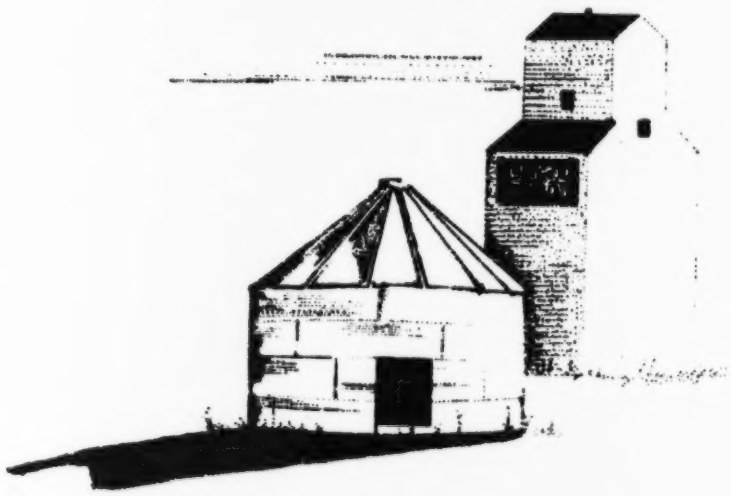
1. All new development or redevelopment will be required to be on full municipal services where economically possible.
2. Uses not on municipal services will be required to contribute to the municipal services when the lines run past the property.
3. All development or redevelopment requiring extension and/or upgrading of the existing municipal services will be the subject of a development agreement with the Town. The agreement will include provisions for the sharing of costs and responsibilities in providing municipal services.
4. As a general principle, the developer will be responsible for all on-site servicing as well as all off-site expenses attributable to his development.
5. Extension of the municipal service network will follow the sequence shown on Map 7. Applications for development in subsequent stages will not normally be considered until previous stages have been developed to a reasonable extent keeping in mind the policy of maintaining an available five year supply of land. The boundaries on Map 7 are approximate. It is the responsibility of the developer to determine, through detailed engineering studies, where these boundaries lie. All such engineering studies are subject to the approval of the Town.
6. The Town will only participate in cost sharing agreements where development follows the sequence shown on Map 7. A developer may vary the staging order only with the full approval of Council. In such instances the developer will be required to bear the cost of all on-site services as well as all off-site services and not just the developers benefitting sharing. The Town at all times reserves the right to refuse applications that do not adhere to its staging plan.
7. All developments or redevelopments will be required to provide the appropriate easements and/or rights-of-way for required utilities (e.g. telephones, natural gas, and so on).
8. A study of water demand and capacity will be completed to accommodate future development in the west end.
9. Staging areas have been based on units of anticipated 5 year demand. However, movement from stage to stage will be based on filling rates and demand forecasts rather than being tied to a specific year.
10. Tentative plans of subdivision should not be approved until an outline plan or area structure plan has been adopted by the municipality. Outline plans or area structure plans should be based approximately on the areas shown on Map 1.

Map 7 — Staging Of Utility Extensions



TOWN OF VERMILION — GENERAL MUNICIPAL PLAN

plan implementation



The objective addresses the following key issues:

— role of the plan in future development
— review and update procedures

issue

Role of the plan in future development and plan review procedures.

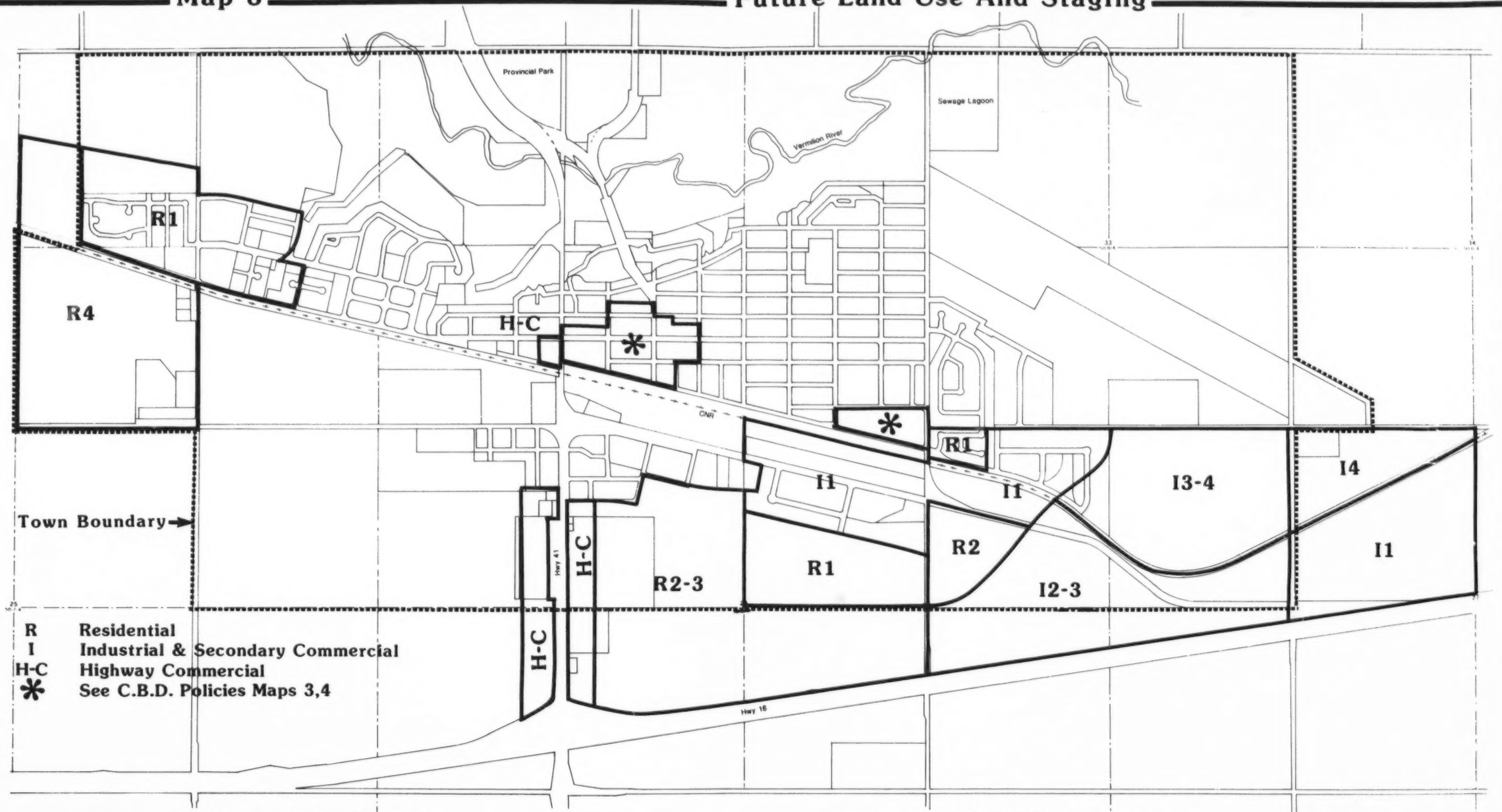
objective

To provide a responsive planning framework to direct the orderly and efficient development of the Town.

policies

1. All development and/or redevelopment applications must comply with the General Municipal Plan.
2. Once the General Municipal Plan is approved, the Town will adopt a land use bylaw that reflects the objectives and policies of the Plan.
3. There will be a General Municipal Plan review a minimum of every three years, with the first plan review in 1983. This does not prevent the revision or amendment of this plan at an earlier date if Council deems it necessary. Any General Municipal Plan review will provide for participation of the general public throughout the review process including at least one public forum.
4. Copies of all subdivision applications over two acres will be circulated to the Recreation Board for thier comment. If comment is received from the Board, Council will give these comments their consideration in making a decision on the application. Council and the Recreation Board will agree on an appropriate format and time frame for comments to be received.
5. The Town will pursue an annexation program consistent with the land use concept of this plan.
6. Where land is annexed to the Town, land uses on the annexed parcel shall conform to the uses shown on the Future Land Use Map 8.
7. A monitoring system will be developed and implemented by Council for use in the plan review process.
8. Policies relating to population growth and land consumption rates will be tied to a 5 year Capital Works programme to ensure that the objectives relating to financial capacity are met.
9. The Town will do a census annually to include information on population growth and structure, family statistics and occupation/employment information.

Map 8 — Future Land Use And Staging



TOWN OF VERMILION — GENERAL MUNICIPAL PLAN

APPENDIX I
Population Growth and Projection

POPULATION GROWTH SINCE 1980

Year	Population	Precent Increase
1980	3579	—
1981	3677	2.7
1982	3727	1.4
1983	3751	0.6

The population growth is 296 or 8.5% over 1980. This equals roughly 1.7% per annum. Although the economy appears to be slowly turning around, growth in the Province will not likely achieve that seen in the 1970's. Some growth in Vermilion seems assured with the expansion of the College. A rate of 2% per annum may be the most realistic over the next 5-10 years.

POPULATION PROJECTION

	Growth at 2% per annum
1983	3751
1988	4141
1993	4572

The revised projection shows a population increase of 821 over the next 10 years.

APPENDIX II
Housing and Land Supply

Since 1980, the following building permits for housing have been issued:

Housing-Building Permits

Year/Type	Single	Apartments	TOTAL
1980	39	18	57
1981	21	—	21
1982	13	30	43
1983*	11	—	11

*as of April 83

There is currently a considerable supply of serviced lots for housing:

Vermilion west	117 single
Garnett Sub	31 single
Oakley School	24 single
	5 townhouse
Morrison Cooper	11 single
Miscellaneous	46 single
TOTALS:	229 single and 5 townhouse.

If houses continue to be constructed at a rate of 20-25/year, the present supply of serviced land is sufficient for nearly 10 years. Of course, additional land will have to be serviced and made available well before the current supply is exhausted in order to ensure a smoothly functioning market.

APPENDIX III
Industrial and Secondary Commercial Land Supply

LAND INVENTORY

INDUSTRIAL –	Serviced	
	South Industrial	9 Lots @ 0.5 ac.
		1 Lot @ 0.9 ac.
	Garnett Industrial	18 Lots @ 0.5 ac.
	Laratashia	23 Lots @ 0.5 ac.
		51 Lots
	Unserviced	
	Garnett	4 Lots @ 0.5 ac.
		5 Lots @ 1.0 ac.
		9 Lots
COMMERCIAL		
	C-1 (town owned)	5 Lots